

STATE	NAVY	Approved for Release 2002/08/14 : CIA-RDP83-00415R008400080010-9
ARMY	AIR	

SECRET

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25X1A

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Rotterdam has allegedly been set for 31 December 1952.

(2) Pobeda arrived from Odessa. [redacted] the middle section is burnt out. The completion date was set for 31 December 1951. 25X1

(3) The completion date of this ship is 30 April 1951. [redacted] 25X1
[redacted] Primorye will be used as a troopship. For blueprint of the ship, see Annex.

(4) This ship is said to be a newly constructed German vessel which was not entirely completed. [redacted] it is the former Marlenburg. Delivery date: 1 January 1952.

(5) [redacted] this is the former Koenigsberg.

(6) For blueprint of the Serbent, see Annex. 25X1A

(7) [redacted] the completion dates are 31 December 1951 for Vara, and 1 April 1952 for Vykhogda. [redacted] gives the name of the former vessel as the Vega. 25X1A

(8) [redacted] this ship left for Murmansk. [redacted] states that Ilia Repin will be used as a training ship by the Soviet Navy. For blueprint of the ship, see Annex.

1 Annex: ~~envelope containing~~ blueprints.

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on the Leningrad-Loson route. Presumably it will not be possible to meet the completion date since the engines cannot be delivered in time. Shipyard No 300/83.

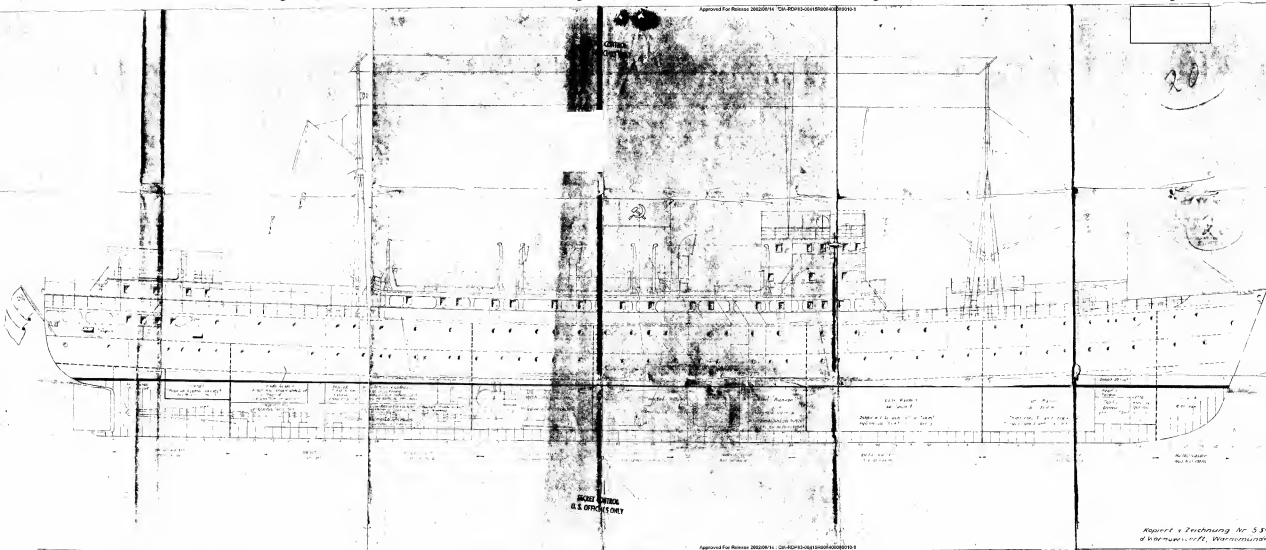
- d. Kaliningrad, ex Italian Marzago, built in 1948, 8,113 tons. Repairs to the ship were discontinued in February 1951, since the hull plating corroded 70 percent. It is now expected that the ship will be broken up. However, the final decision by the Soviet Central Commission in Leningrad is still pending. Shipyard No 300/82. (5)
- e. Dorbot, a tanker of 1,806 tons, the unfinished former German tanker Janina. This ship is assigned to the transport of light oil in the Caspian Sea. The piston pumps will be installed in Baku. The completion date originally set for January 1951, could not be met since it was discovered that the ship was in danger of capsizing while discharging oil. Therefore the ship will be reconverted and fitted with a double bottom below tanks 8 and 10 for ballast purposes. The new completion date was set for 1 May 1951. Shipyard No 300/62. (6)
- f. Madvashi, ex German Arda, 3,800 tons, is equipped as a factory vessel for the processing of fish and is destined for Murmansk. Before leaving it will be drydocked in Antwerp. Although the Madvashi is completely finished it has not yet been accepted by the Soviet Supervising Board.
- g. Vaga and Vychegda, 2,000 tons each, are in the shipyard for reconditioning and overhaul of their engines. Shipyard Nos are 300/70 and 300/71. (7)
- h. Nikolai Bogdanov, 1,000 tons, entered the shipyard on 2 February 1951 for priority repairs and left the yard on 10 February 1951.
- i. The Prilby with seagoing lighter Kola arrived in the shipyard on 4 February 1951 for priority repairs. The Prilby left the yard on 15 February 1951.
- j. Kapitan Castello was in the shipyard in January 1951 for urgent priority repairs.
- k. Ilin Nepin left the shipyard for good on 22 February 1951. (8)
- l. The former minelayer Lesser, 610 tons, built in 1910, is undergoing repairs in the Hansa-Werft in Wismar.

Comments:

- (1) A. Moshinsky, ex Svir, is the training ship of the Soviet Navy. It could not be determined whether it will again be used as a training ship after completion of repairs or whether it will be transferred to the Soviet Merchant Marine. [redacted] the Svir will be transferred to Rotterdam for drydocking in April 1951. The completion date at

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ILLEGIB



Maße in Metern	Hauptabmessungen
1. Länge über Wasser	100,0
2. Länge zwischen Perpendikeln	90,0
3. Länge im Längsschnitt	90,0
4. Breite über Wasser	12,0
5. Breite zwischen Perpendikeln	10,0
6. Breite im Längsschnitt	10,0
7. Tiefgang	4,0
8. Draufgang	2,0
9. Gesamthöhe	6,0
10. Höhe des Aufbaues	2,0
11. Höhe des Mastes	10,0
12. Höhe des Schornsteins	15,0
13. Höhe des Kaminmastes	10,0
14. Höhe des Mastmastes	10,0
15. Höhe des Mastmastes	10,0
16. Höhe des Mastmastes	10,0
17. Höhe des Mastmastes	10,0
18. Höhe des Mastmastes	10,0
19. Höhe des Mastmastes	10,0
20. Höhe des Mastmastes	10,0

Fahrgäste:	
1. 1. Klasse	100
2. 2. Klasse	200
3. 3. Klasse	300
4. 4. Klasse	400
5. 5. Klasse	500
6. 6. Klasse	600
7. 7. Klasse	700
8. 8. Klasse	800
9. 9. Klasse	900
10. 10. Klasse	1000
11. 11. Klasse	1100
12. 12. Klasse	1200
13. 13. Klasse	1300
14. 14. Klasse	1400
15. 15. Klasse	1500
16. 16. Klasse	1600
17. 17. Klasse	1700
18. 18. Klasse	1800
19. 19. Klasse	1900
20. 20. Klasse	2000

Längsschnitt	
1. Länge	100,0
2. Breite	12,0
3. Tiefe	4,0
4. Höhe	6,0
5. Draufgang	2,0
6. Gesamthöhe	6,0
7. Höhe des Aufbaues	2,0
8. Höhe des Mastes	10,0
9. Höhe des Schornsteins	15,0
10. Höhe des Kaminmastes	10,0
11. Höhe des Mastmastes	10,0
12. Höhe des Mastmastes	10,0
13. Höhe des Mastmastes	10,0
14. Höhe des Mastmastes	10,0
15. Höhe des Mastmastes	10,0
16. Höhe des Mastmastes	10,0
17. Höhe des Mastmastes	10,0
18. Höhe des Mastmastes	10,0
19. Höhe des Mastmastes	10,0
20. Höhe des Mastmastes	10,0

201A
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OPVROH

25X1A

An untested source.

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1. The following Soviet ships have been undergoing repairs in the Wismar Shipyard since the latter part of December 1950:
 - a. A. Moshaisky, ex Svir, ex Dutch Patria for general overhaul of engines and complete reconditioning. The ship will presumably be fitted with coal-dust-fired boilers. The ship has shipyard No 300/60. (1)
 - b. Pobeda, ex German Iberia. The ship arrived in the yard in November 1950 for general overhauling of its two main engines. It will also be fitted with a refrigerating plant. The main engines will presumably be supplied from the U.S.S.R. Pobeda has shipyard No 300/68. (2)
 - c. Primorve, ex Saloon, was transferred to Rostock on 13 February 1951 for docking. Shipyard No 300/47. (3)
 - d. Lensovist, ex Marlenborn, was taken to the shipyard in October 1950 for reconditioning and general overhaul of the main engines. Shipyard No 300/65. (4)
 - e. Kesperatia, built in 1921, 5,560 tons, arrived in the shipyard in a wrecked condition in September 1950. It was planned to complete the reconditioning by October 1951. It is scheduled to be a refrigerator ship

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on the Leningrad-London route. Presumably it will not be possible to meet the completion date since the engines cannot be delivered a time. Shipyard No 300/81.

- g. Kaliningrad, ex Italian Monbaloo, built in 1928, 8,113 tons. Repairs to the ship were discontinued in February 1951, since the hull plating was corroded 70 percent. It is now expected that the ship will be broken up. However, the final decision by the Soviet Control Commission in Kaliningrad is still pending. Shipyard No 300/82. (5)
 - h. Derbent, a tanker of 1,206 tons, the unfinished former German tank Wassan. This ship is assigned to the transport of light oil in the Caspian Sea. The piston pumps will be installed in Baku. The completion date originally set for January 1951, could not be met since it was discovered that the ship was in danger of capsizing while discharging cargo. Therefore the ship will be reconvered and fitted with a double bottom below tanks 8 and 10 for ballasting purposes. The new completion date was set for 1 May 1951. Shipyard No 300/61. (6)
 - i. Medveshi, ex German Ania, 3,300 tons, is equipped as a factory vessel for the processing of fish and is destined for Murmansk. Before leaving it will be drylocked in Antwerp. Although the Medveshi is completely finished it has not yet been accepted by the Soviet Supervising Board.
 - j. Vaga and Vykhegda, 2,000 tons each, are in the shipyard for reconditioning and overhaul of their engines. Shipyard Nos are 300/78 and 300/79. (7)
 - k. Nikolai Baumann, 1,000 tons, entered the shipyard on 2 February 1951 for priority repairs, and left the yard on 10 February 1951.
 - l. Tug Priboy with seagoing lighter Kolt arrived in the shipyard on 12 February 1951 for priority repairs. Tug Priboy left the yard on 15 February 1951.
 - m. Kapitan Castello was in the shipyard in January 1951 for undergoing priority repairs.
 - n. Ilia Repin left the shipyard for good on 22 February 1951. (8)
 - o. The former minelayer Lesser, 640 tons, built in 1910, is undergoing repairs in the Hansa-Werft in Wismar.
- 25X1A
- Comments.**
- (1) A. Moshaisky, ex Svir, is the training ship of the Soviet Navy. It could not be determined whether it will again be used as a training ship after completion of repairs or whether it will be transferred to the Soviet Merchant Marine. [] states that the Svir will be transferred to Rotterdam for drydocking in April 1951. The completion date at
- 25X1A

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Letter [redacted] for 31 December 1952.

- (2) [redacted] the middle section [redacted] 25X1A
 is built [redacted] on date was set for 31 December 1951
- (3) The completion date for ship is 30 April 1951. [redacted] 25X1A
 [redacted] will be used as a troopship. For blueprint
 of the ship, see [redacted]
- (4) This ship is said to be a newly constructed German vessel which is not
 entirely completed. [redacted] it is the former Arianberg.
 Delivery date: 1 January 1952.
- (5) [redacted] this is the former Koenigsberg.
 (6) For blueprint of the Derbent, see Annex.
 (7) [redacted] the completion dates are 31 December 1951 for 25X1A
Vaga, and 1 April 1952 for Vykhegda. [redacted] the name of the former
 vessel as the Vaga.
- (8) [redacted] this ship left for Murmansk. [redacted] 25X1A
 [redacted] Ilia Repin will be used as a training ship by the Soviet Navy.
 For blueprint of the ship, see Annex.

1 Annex: ³ ~~Envelope~~ containing blueprints.

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25X1A

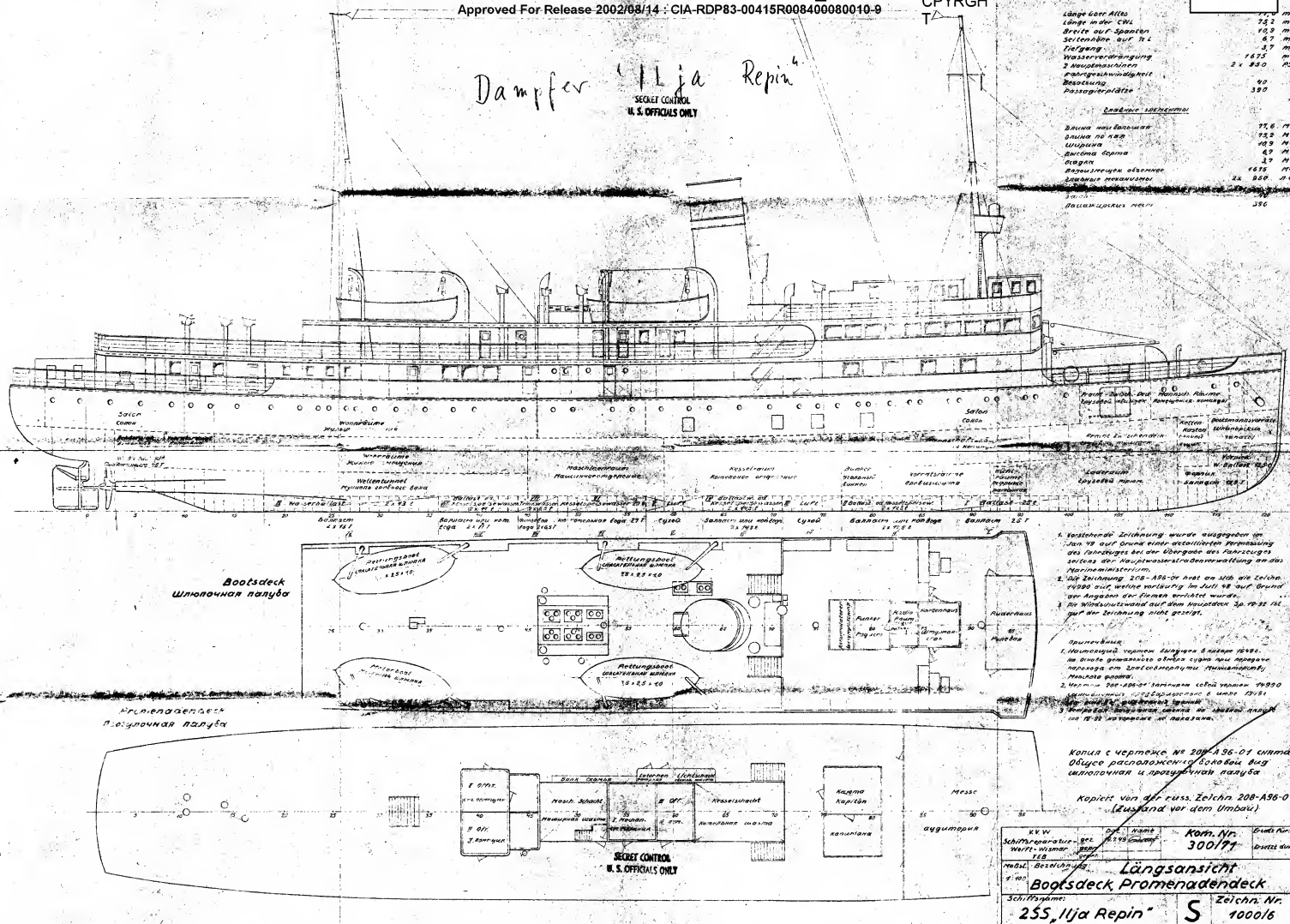
CPYRGH

Dampfer 'LLja Repin'

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Länge über Alles	11,0	m
Länge in der CWL	7,5	m
Breite auf Spanen	10,9	m
Seitenhöhe auf HL	6,7	m
Tiefgang	3,7	m
Wasserverdrängung	1675	t
2 Hauptmaschinen	2 x 850	PS
Leistungsgeschwindigkeit		
Reisegang	40	
Reisearbeitsplätze	390	

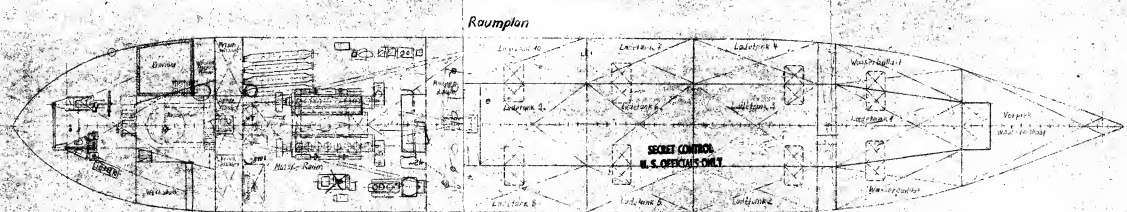
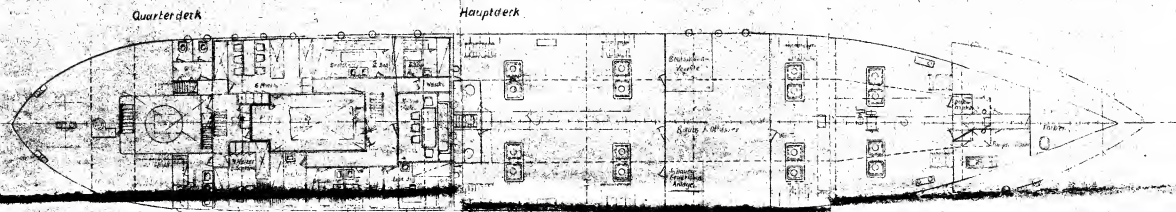
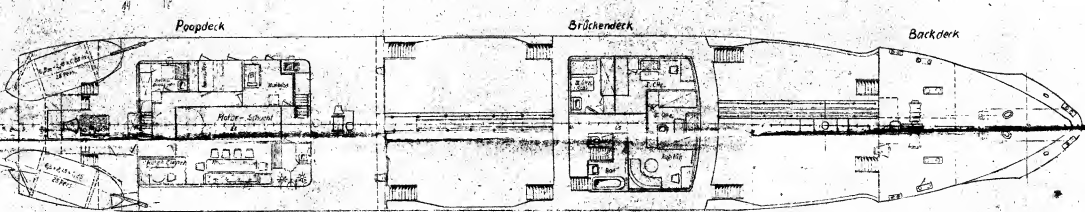
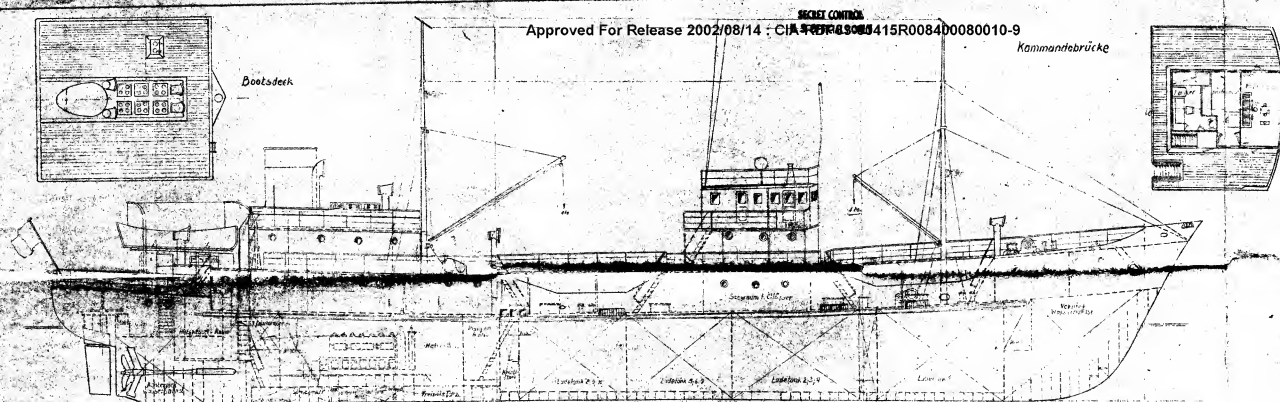
<u>Средние значения</u>	
длина наибольшая	77,6 м
длина по кр	73,2 м
ширина	40,9 м
длина борта	4,9 м
свеса	3,7 м
площадь поверхности обшивки	1675 м ²
площадь палубы	24 850 м ²
вместимость груза	286



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25X1A

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T



Länge über alles 99,46 m
 Länge zw. 90°-Liniens 88,25 m
 Breite zw. Spanten 8,00 m
 Seitenhöhe 4,60 m
 Tiefgang (n. i. t.)

Baujahr 1945

"Derbent"

Typ Baujahr 1945	Name T.M.S. Derbent Generalplan NUR zur Orientierung!	VVV Schiffsregisternummer Wismar 128 MK 10-5307
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